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INFORMATION REPORT

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THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH USE OF TRAINED INTELLIGENCE ANALYSTS

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- 1. Although the Soviet air transportation facilities to and from Vladivostok are provided by ostensibly civilian air lines /the Civil Air Fleet/, these lines are actually subject to military regulations and supervision and are used for primarily military purposes. Regular flights are scheduled along routes running into North Korea and Manchuria as well as within the USSR. In addition to military supplies, civilian passengers and mail are carried.
 - 2. Planes used most frequently in these transport activities are converted Soviet D B-3 bombers and American B-25 bombers, and A R K planes. The D B-3 is a single low-wing plane with twin air-cooled engines, elevators and rudder streamlined to the body, and with a maximum speed of 420 kilometers per hour. Its cargo capacity is .85 to 1.3 tons and its flying time, six hours.
 - 3. Supplies airlifted from Vladivostok to North Korea consist chiefly of ammunition and clothing in amounts averaging about 400 tons per month. Ammunition and clothing shipped from Vladivostok to Manchuria average about 100 tons per month.
 - 4. The following flights from Vladivostok were regularly scheduled in April 1947:

VIA

/Unstated/

Sofgani (140-35, 49-20) /? Sovetskaya Gavan,
140-18, 48-58/—Aleksandrovsk (142-10, 50-54)—
Nikolayevsk (140-42, 53-10)—Ayan (138-10, 56-27)
Okhotsk (143-18, 59-23)—Nota /unlocated/—and
Borsotsak /? Bolsheretsk, 156-35, 42-54/. Total
distance is 4,000 flight kilometers.

TO

Moscow, USSR

REFERENCE CENTER LIBRARY

Petropavlovsk (158-46, 53-01), USSR

Petropavlovsk, USSR

Mogocha (118-46, 53-46), USSR

Vladimiro-Aleksandrovskoye, USSR
/Vladimirovka/ (133-04, 42-54)

Voroshilov (131-55, 43-47), USSR*

Tetyukhe (135-51, 44-22), USSR

25X1 Note: The route as reported seems quite improbable; it is possible that the order of stops is actually Vladivostok, Voroshilov, Grodekovo and Podgornaya.

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 DECLASSIFIED
Class. CHANGED TO: TS SPC
DDA Memo, 4 Apr 77
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VIATO~~CONFIDENTIAL~~Pos'yet (130-48, 42-39) and Nasan
(129-41, 41-42), KoreaWonsan (127-26, 39-10), Korea
Pyongyang, Korea

Kilchu (129-20, 40-58), Korea

Pos'yet, Hoeryong (129-45, 42-25), Sinhung
(127-34, 40-12), Chongju (125-12, 39-42),
Chinnampo (125-24, 38-44) and Haeju (125-42,
38-02), KoreaKaesongni (126-26, 37-58), Korea
Kaesongni, Korea

Direct

 Note: The flights to Kaesongni are presumably made to an airfield
lying north of the 38th parallel.

Pos'yet, Yenchi (129-31, 42-55) and
Tutanchiang (129-37, 44-35), ChinaChiamussu (130-21, 46-49), China
Chiamussu, China

Hulin (135-15, 43-43), China

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